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CENTRAL

The China Mail

ESTABLISHED 1846

SUTTON GARDENS
LONDON
OLD TOM CINNAMON
CORAL REED
SOFT AS CANBEER
AGENTS
Bunkin & Berthold

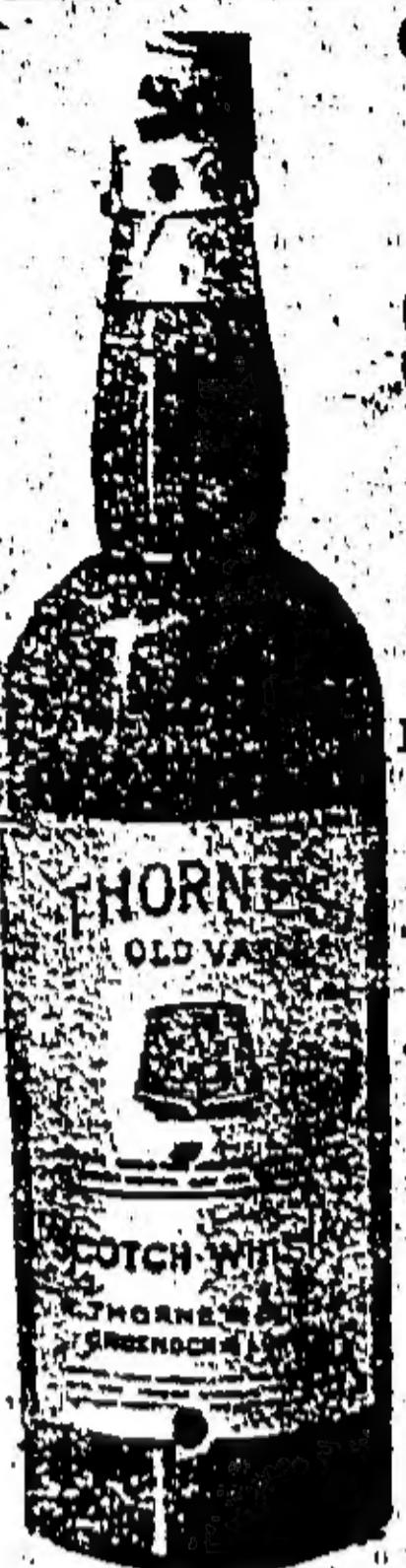
No. 14721.

五月六日一千九百一十

HONGKONG, SATURDAY, JUNE 25, 1910.

九十九年五月二十五日

PRICE, \$8.00 Per Month.



OLD VAT
No. 4
SCOTCH
WHISKY

Sole Agents in
HONGKONG,
CHINA &
MANILA

A.S. Watson &
Co., Ltd.

As supplied to the
House of Lords
and
House of Commons.

CHINA MUTUAL LIFE INSURANCE CO., LTD., OF SHANGHAI

DIRECTORS AND OFFICERS.
Alexander McLeod, Esq., Chairman.
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J. H. McMichael, Esq.
C. R. Burkhill, Esq.
J. A. Wattie, Esq., Managing Director.
A. J. Hughes, Esq., Secretary.
S. B. Neill, F.L.A., Actuary.
A strong British Corporation Registered under Hongkong Ordinances and under Life Assurance Companies' Acts, England.
Insurance in Force.....\$ 3,054,159.00
Assets.....\$ 7,114,450.08
Income for Year.....\$ 3,073,834.81
Total Security to Policy-holders.....\$ 7,885,832.53

Louis Knob, Esq., Hongkong, Canton, Macao and the
District Manager, Manila, Philippines.
District Secretary, Alexandra Building, Hongkong.
(London), November 16, 1909. 1924

SHIPPING BILL
Drastic Remedies Proposed
in the Straits.

The Straits Government Gazette issued on June 17, 1910, in the Straits Times, contains the text of the promised legislation relating to the shipping conference. It is described as "An ordinance to impose a duty on certain Bills of Lading and to prohibit shippers of goods from assessing charges and undue retributions," and one of the clauses explains that it is directed against...
Any agreement or understanding designed for or having the effect of maintaining rates of freight at an unduly high level, or regulating or controlling rates of freight in a manner injurious to the trade of the colony.

The proposed method of countering such agreements or understandings is to put a tax on the bills of lading of all goods sent by steamers the owners of which are not exempted by a special notification that they are not parties to an agreement or understanding. This is provided for in sections of the ordinance which we now quote in full:

On all bills of lading a duty of 20 per cent, but no less than 100 dollars of the amount of freight under such bills of lading, shall be paid by the steamer's owners to the Colonial Treasurer within 7 days (Secs. 3 and 4).

A person who has shipped goods under a bill of lading on which the 20 per cent. duty has been paid shall, on proof that he is not a party to the agent of a party to any agreement or understanding have returned to him by the Colonial Treasurer the amount of the duty paid on that bill of lading. (Sec. 8.)

The Shipping Conference deferred rebate of 10 per cent. of freights "in any such higher or other percentage of freights as from time to time may be prescribed, is made recoverable in a court of law."

Consequently, if the ordinance renders the defrauder liable to a penalty not exceeding \$2,000 on trial before a District Court (Sec. 12).

EFFECT OF THE ORDINANCE.

Shippers by Conference vessels get what is known as a deferred rebate of 10 per cent. on the amount of their freight, provided that they give the date of their cargo to Conference ships. Persons who subscribe to the agreement "get this 10 per cent. and in addition a special, or as it is called, "secret" rebate, equal to 5 per cent. of the whole of the freight is paid to a select few of the powerful firms to ensure their support. As, roughly, the shippers of half the freight are inside and half outside the favoured circle, this 5 per cent. special rebate is equal to about ten per cent. of the freights paid by insiders. They get back, therefore, a total of 20 per cent. on their freights.

If, after the passing of the ordinance, the Shipping Conference can insist on its present basis, instead of world competition, back the 10 per cent. of the 20 per cent. outsiders would have back 20 per cent., i.e. the 10 per cent. deferred rebate and the 10 per cent. duty on bills of lading.

CHAMBERLAIN'S COLIC, CHOLERA
AND DIARRHOEA REMEDY.

WHEN you fail to provide your family with a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy this season of the year, you are exposing them, as bowel complaints are not to be prevalent, due to the fact that you are not able to get the special remedy in the market. It is only available in the family. If you are not able to get this remedy, a simple mixture of Chamberlain's Remedy and a small quantity of Camomile Tea will do the trick. It is a safe and effective remedy for all bowel complaints.

CHAMBERLAIN'S COLIC, CHOLERA
AND DIARRHOEA REMEDY.

Business Notices.

W. S. BAILEY & Co., Ltd.
TELEPHONE: K 21.

Builders of Steamers up to 1000 Tons.
Tugs, Launches, Barges, Motor Boats.
Castings, Forgings, Roofs and Bridge Work.
SLIPPING AND REPAIRS AT LOWEST RATES.

Air Compressor with Hammers and Drills, etc.
Engines, Boilers, Launches, Pumps,
Engineers' Fittings and Supplies.

Ground Floor Shop To Let in
Chater Road.

THE HONGKONG, CANTON & MACAO
STEAMBOAT CO., LTD.

EXCURSION TO MACAO.

ON SUNDAY, THE 26TH JUNE,
The Company's Steamship "SUI AN"
will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M. and
return to Macao at 5 P.M.

By kind permission of Colonel Prior and Officers the Band of the 13th Rajput's under Bandmaster Coke will play during the trip.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the COMPANY'S WING LOK STREET WHARF. This steamer connects with the returning steamer from Macao.

First-class fare by steamer leaving at 1 P.M. and returning with excursion steamer at 5 P.M. \$1. Single fare \$1.40.

J. ARNOLD, Acting Secretary.

Hongkong, June 15, 1910.

12

ORIENTAL HOTEL

No. 2, Queen's Road Central

A THOROUGHLY FIRST-CLASS AND UP-TO-DATE HOTEL.
SITUATED in the most central position. Large and airy rooms. Hot and Cold Water Baths. Gas and Electric Light. Cuisine entirely under European Supervision. Private Bar and Billiard Rooms. Monthly Rates for Twin and Double Rooms moderate.

FREDERICK REICHMANN, Proprietor & Manager,
late Manager of J. Lyons & Co. (Trocadero) leading Cafetaria in London and the Grand Oriental Hotel, Colombo.

TELEPHONE No. 187. TELEGRAPH ADDRESS: "COMFOR", Hongkong.

Ronkong, December 1, 1909.

1540

ASTOR HOUSE HOTEL

(LATE CONNAUGHT HOTEL)

QUEEN'S ROAD CENTRAL

ENTIRELY situated, up-to-date Hotel. Recently renovated and under entire
New Management. Large and Comfortable Rooms. Excellent Cuisine, under the
direction of an experienced French Chef.

PARTICULARS AND RATES on application to MANAGER.
G. GEMEAU Proprietor. N. BLUMENTHAL, Manager.
London, October 3, 1908.

1513

THEATRE ROYAL,

HONGKONG.

RETURN VISIT OF THE

BANDMANN

NO. 1

OPERA CO.

ONE NIGHT ONLY

WEDNESDAY, June 29th.

THE DOLLAR PRINCESS.

Plan of Seats at MOUTRID & Co.

PRICES \$3, \$2 AND \$1.

Commence at 9 P.M. sharp.

Hongkong, June 23, 1910.

752

NIGHT STEAMER TO

CANTON.

NEW, TWIN SCREW STEAMER,

S.S. SAN CHEUNG

Fitted throughout with Electric Light

and Fan supplied in all Cabins

Captain J. McGOWAN.

Hongkong, April 14, 1906.

651

LEAVES Hongkong for Canton at 9 P.M.

SUNDAY, TUESDAY & THURSDAY,

Leaves Canton for Hongkong at 6.30 P.M. on

MONDAY, WEDNESDAY & FRIDAY.

Fare, 1st Class.....\$1.50 and passage.

Meals.....\$1.00.

Passenger must be paid for.

CHAMBERLAIN'S SANITARY CO., LTD.

10, 1st Floor, Queen's Road Central.

Hongkong, November 15, 1909.

154

Business Notices.

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED
(SOLE AGENTS FOR BELL'S ASBESTOS CO. LTD., LONDON).

BELL'S ASBESTOS

THE MOST RELIABLE DAGGER PACKING

PACKING MARINE ENGINES.

BEWARE OF IMITATIONS SOLE MANUFACTURERS:

BELL'S ASBESTOS CO. LTD., LONDON.

LARGE STOCK OF PACKINGS, JOINTINGS, &c. ALWAYS IN HAND.

OFFICE—4, QUEEN'S BUILDINGS.

TELEGRAMS: ASBESTOS, HONGKONG.

TELEPHONE: No. 501.

LANE, CRAWFORD & CO.

AGENTS OR AERTEX

CELLULAR CLOTHING

Ventilates the Body.

LETS OUT THE HEAT AND KEEPS THE SKIN DRY AND COOL.

PYJAMA SUITS \$5.00 each

ALSO STOCKED IN UNDERVESTS, SHIRTS,

TRUNK DRAWERS, COMBINATIONS,

TENNIS SHIRTS.

LANE, CRAWFORD & CO.

GUARANTEED ABSOLUTELY PURE

O. B. BEER

IS MADE FROM BEST OBTAINABLE MATERIALS AND BY MOST SCIENTIFIC METHODS.

Price \$12.00 Per Case.

THE BEST AND MOST WHOLESOME TONIC IS

BOCK BEER

TAKEN WITH YOUR MEALS.

\$14.00 Per Case.

From your dealer, or from the

ORIENTAL BREWERY, LTD.

Depot: 55-57, Des Voeux Road.

DIAMONDS AND GEM-SET JEWELLERY

Rings, Brooches, Ear-rings, Pins, Pendants, Hair-combs,

Charms, Chains, Links, &c.

Jade Stone and Chinese Made Gold Jewellery.

GOLD & SILVER WATCHES, CLOCKS, OPTICAL GOODS.

Repairs of Watches and Jewellery effected by experienced European.

J. ULLMANN & CO.

34, Queen's Road Central Opposite General Post Office.

PRICKLY HEAT LOTION AND POWDER

SAFE REMEDIES FOR ALLAYING THE IRRITATION

SUN GLASSES.

HOUSEHOLD AMMONIA

FOR THE BATH AND ALL TOILET PURPOSES.

NESTOR SANITARY FLUID

A RELIABLE DISINFECTANT.

One Pint Tins 50 cents.

One Gallon Tins \$2.00.

VICTORIA DISPENSARY.

NOTICE.

KOWLOON HOTEL.

I, O. E. OWEN, Proprietor of the GRAND CECIL HOTEL, hereby give Notice that all my interest and responsibility in

the KOWLOON HOTEL ceases from the 30th DAY of JUNE instant, and that I WILL NOT BE RESPONSIBLE for any

hire contracted in respect of the KOWLOON HOTEL after that date.

All accounts due to me from the KOWLOON HOTEL must be paid to the GRAND CECIL HOTEL.

HOTEL, before the 1st

SATURDAY, JUNE 25, 1910.

THE CHINA MAIL.

Intimations.

BENGERS

FOOD

FOR INFANTS, INVALIDS AND THE AGED.
A food of great nutritive value, which can be made suitable for any degree of digestive power by the simple process of letting it stand for a longer or shorter period at one stage of its preparation. Benger's Food forms with milk, a dainty, delicious and highly nutritive cream, entirely free from rough and indigestible particles. "The Lancet" describes it as "Mr. Benger's admirable preparation."

Readers can obtain a 5-cent booklet, "Benger's Food and How to Use It," which contains a "Course Guide to the Rearing of Infants," etc., on application to Benger's Food Ltd., Castle Works, Manchester, England.

Benger's Food is sold in Druggists, etc., everywhere.



MITSU BISHI GOSHI KWAISHA
(MITSU BISHI CO.)

COAL DEPARTMENT,

SOLE PROPRIETORS OF TAKASIMA, OCHI, MUTABE, HOJO, NAMAZU, SAYO, SHINNEW and KAMIYAMADA Collieries.

SOLE AGENTS for KISHIDAKE, MI-YAO, and KIGIO-KOMATSU Coals.

HEAD OFFICE—TOKYO.
BRANCH OFFICES—
Nagasaki, Moji, Karatsu, Wakamatsu, Kobe, Osaka, Shanghai, Hongkong, Hankow.

Tel. ADDRESSES for above: IWASAKI
Codes:—Al, ABUSch Ed., Western Union.

AGENCIES:
YOKOHAMA: M. Asada, Esq.
CHINKIANG: Messrs Gearing & Co.

MANILA: Messrs Macdonay & Co.
For particulars, apply to

H. OISHI
"Monozukuri,"
No. 2, PEDDER STREET,
HONGKONG, January 9, 1909.

J. T. SHAW,

Tailor and
Outfitter.

Ellwood's Helmets,
1910 Style.

PITH HELMETS
FOR
MEN.

PITH HELMETS
FOR
BOYS.

THERMOS FLASKS,
ISOLA FLASKS,
FROM \$4.50.

Hongkong, November 1, 1909.

1531

PATELL & CO.,
Exporters & Importers

General Merchants
and
Commission Agents.

Hongkong and
Canton.

Intimations.

BENGERS

FOOD

FOR INFANTS, INVALIDS AND THE AGED.
A food of great nutritive value, which can be made suitable for any degree of digestive power by the simple process of letting it stand for a longer or shorter period at one stage of its preparation. Benger's Food forms with milk, a dainty, delicious and highly nutritive cream, entirely free from rough and indigestible particles. "The Lancet" describes it as "Mr. Benger's admirable preparation."

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Benger's Food is sold in Druggists, etc., everywhere.

HUGHES and HOUGH,
AUCTIONEERS
AND
COMMISSION AGENTS.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, for account of the CONCERNED,

WEDNESDAY,
the 26th June, 1910, at 2.30 P.M., at their Sales Room, No. 3, Des Vieux Road, Corner of Ice House Street,—

SUNDAY
VALUABLE HOUSEHOLD
FURNITURE,
Comprising—

Silk Tapistry-Covered Drawing Room Suite, Single and Double Brass and Brass-mounted Iron Bedsteads and Bedding, Mahogany Sideboards with Bevelled Glass, Dining Room Suite, Double and Single Wardrobes with Bevelled Glass, Marble-top Bureau and Dresser Table with Bevelled Glass, Tea-cosy, Ext. Dining Table and Chairs, Glass, Crocks, and R. P. Ware, a quantity of Camber Carved Blackwood Ware, Carrots, Ice Chests, Electric Fans, Cooking Stoves, &c., &c.;

Also:

One Cottage Piano by The Robinson Piano Co., 2 Typewriters, One Bicycle;

And

A number of Valuable Oil Paintings by well-known French and Japanese Artists.

Catalogues will be issued.

Terms:—A usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, June 24, 1910.

200

HONGKONG WATER POLO
ASSOCIATION.

ENTRIES for the ANNUAL SHIELD
COMPETITION close on 26th June, at 9.00 A.M.

Any Club, Regiment or Corps desiring to enter must notify the Secy., c/o V.W.C.O., enclosing entrance fee of \$5, and stating name of its representative on the Management Committee.

Hongkong, June 21, 1910.

733

STATE OF NORTH
BORNEO.

TENDERS FOR REVENUE
FARMS.

TENDERS are invited for the lease of the REVENUE FARMS in the State of NORTH BORNEO from 1st January, 1911, as set out hereunder:

Tenders will be received at the Office of the Government Secretary, SANDAKAN, up to 12 o'clock Noon on the 1st day of OCTOBER, 1910, for the purchase of the exclusive privileges of the Farms enumerated below for a period of 1, 2 or 3 years commencing on the 1st January, 1911.

The Farms above referred to are the Opium, Spirit, Gambling, and Pawnbroking Farms, the whole or part of the State, Cities or Towns or Contracts for the Farms and full particulars of the conditions to be observed by tenders may be obtained on application at the Office of the Government Secretary, Sandakan, or of Messrs Guthrie & Co., Singapore and Penang, or of Messrs Gibb, Livingston & Co., at Hongkong.

The rental rates for Chanda, fixed by Government for the Opium Farm for 1911, 1912 and 1913 are those specified below:

For every 3 huz packet... \$0.14
" " " " " 0.19
" " " " " 0.24
" " " " " 0.28
" " " " " 1.45
" " " " " 1.50
Hongkong, June 22, 1910.

730

CAN YOU FIND
A BETTER OFFER
THAN THIS?

Government and Municipal Officers for the ultimate repayment of principal at least at par.

Businessmen, especially of Financial, the smallest amount interest on your money, the largest constituting a Fortune.

Payment of the sum you wish to invest by easy instalments.

PREMIUM BONDS
give you these opportunities.

WHAT ARE THESE BONDS?
They are high-class and absolutely safe investments, issued by the most powerful and various Governments and Municipalities of Europe; they are redeemable at par.

Interest rates range from 4% to 5% per annum.

EASY PAYMENTS.

We offer these bonds singly or in combination, and also in large amounts, by arrangement Monthly Installments ranging from £1,000.

We are the largest Dealers in the world.

SELLERS OF GOLD BONDS.

SELL

HONGKONG AVERAGE MARKET PRICES

Corrected to Tuesday June 23rd, 1910.
At 100 cents per Dollar Standard.

Butcher Meat

肉食

Beef, Mutton & prime cut—Mei Hung	lb. 20
Canned Ham Ngau Yak	lb. 22
Roast—Shu	lb. 22
Breast—Ngau Lam	lb. 15
Soup—Tong Yik	lb. 20
Steak—Ngau Yik Ya	lb. 22
Cuted Ngau Lam Strips	lb. 3
Ham—Ngau Chang	lb. 25
Bullock's Brain—Slow	per set 6
Tongue fresh—Ngau Si	each 50
“ corned—Ham Ngau Si	each 60
Head—Ngau Tau	lb. 85
Heart—Ngau Sun	lb. 12
Hump, salt—Ngau Kiu	lb. 18
feet—Ngau Kerk	each 8
Kidneys—Ngau Yiu	lb. 9
Tail—Ngau Mel	lb. 18
Liver—Ngau Con	lb. 12
Trips (undressed)—Ngau To	lb. 6
Claws Head & Feet—Ngau-chai-pak-kak	set, \$1.00
Mutton Chop—Young Pal Kwat	lb. 22
Leg—Young Pal	lb. 22
Shoulder—Young Shau	lb. 20
Pigeon Chitterlings—Chi chong	each 24
Brains—Chi Know	per set
Feet—Chi Kerk	lb. 12
Fry—Chi Chak	lb. 25
Head—Chi Tai	lb. 15
Heart—Chi Sun	each 11
Kidneys—Chi Yiu	lb. 8
Liver—Chi Con	lb. 30
Pork Chop—Chi Pal Kwat	lb. 18
Corned—Ham Chu Yik	—
Log—Chi Pal	lb. 24
Fat or Lard—Chi Yau	lb. 18
Sheep Head and Feet—Young Tan Kuk	lb. 50
Heart—Young Sun	each 6
Kidneys—Young Yiu	lb. 9
Liver—Young Con	lb. 24
Sucking Pigs, To Order—Cho Choi	lb. 22
Suet, Beef—Sang Ngau Yau	lb. 20
Mutton—Sang Young Yau	lb. 22
Veal—Ngau Choi Yik	lb. 20
Sausages—Ngau Choi Cheong	lb. 20
Poultry.	—

生口

Chicken—Kai Choi	lb. 33
Cayons, Large, Small—Sin Kai	lb. 30
Ducks—A	lb. 22
Doves—Pan Kai	—
Eggs, Hen—Kai Tan	per dozen
Flows, Canton, Kai	lb. 38
Ikanan—Hoi Nam Kai	lb. 30
Geese—Ngai	lb. 20
Gees, Wild Shai—Hoi Yes Ngai	lb. 20
Musk Deer—Wong Kei	lb. 20
Hare, Shanghai—Tin Choi	—
Partridge—Chi Kui	—
Pheasant—Shan Kai	lb. 20
Pigeons, Canton—Pak Hup	each 32
Hollow—Ho Chow Pak Hup	lb. 28
Quail—Um-Chun	lb. 24
Rice Birds—Wo Fa Choi	dozen
Snipe—Sa Choy	each 1
Turkeys—Cook—Phi Ei Kung	lb. 65
Hen—,, Na	lb. 55
Wild Ducks, Shai—Shanga Sui-ap	pais
Teal—Sui Ap Choi	—
Wild Ducks/ Canton—Sangshui Sui Ap	—

FISH

Bal—Ka Yu	lb. 11
Bream—Bia Yu	lb. 16
Canton Fresh Water Fish—Bei Si Yu	lb. 16
Carp—Li Yu	lb. 22
Catfish—Chi Yu	lb. 18
Codfish—Mu Yu	lb. 18
Crabs—Ha	lb. 22
Soft—Mok Yu	lb. 16
Dab—Sa Mang Yu	lb. 17
Dace—Wong Md Lin	lb. 12
Dog Fish—Ti Tsu Sa	lb. 9
Eels, Conger—Hai Man	lb. 16
Fresh water—Tin Sui Te	lb. 16
Eels, Yellow—Wong Sin	lb. 28
Frog—Tien Kai	lb. 32
Garcop—Seh Pan	lb. 60
Gudgeon—Pal Kap Y	lb. 12
Herrings—Tse Pal	lb. 18
Hillbait—Cheng Kwan Bi	lb. 24
Lebra—Wong Fa Yu	lb. 16
Coach—Yu Yu	lb. 28
Eels—Leng Ha	lb. 24
Mackerel—Chi Yu	lb. 18
Milk Fish—Mong Yu	lb. 26
Mullet—Chi Yu	lb. 22
Oysters—Sang Hoo	lb. 22
Fried—Hai Kong Li	lb. 16
Pearl—Tin Foo	lb. 17
Pike—Ti Paw Fung	lb. 9
Pilchard—Pan Yu	lb. 18
Pomfret, Black—Hai Chong	lb. 26
Comfit, White—Pal Chong	lb. 22
Prawns—Kong Ha	lb. 52
Salted—Kong Ha	lb. 11
Sardine—Sar Kau	lb. 11
Sardine—Ong Yu	lb. 11

魚

Salmon—Ma Yiu Yu	lb. 32
Shark—Si	—
Skate—Po Yu	lb. 11
Shrimps—Ha	lb. 28
Snapper—Lap Yu	lb. 24
Soles—Tau Si Yu	lb. 24
Tench—Wai Yu	lb. 18
Turbot—Chi How Yu	lb. 24
Turtle, small, fresh water—Kok Yu	lb. 50
White Bait—Ngau Yu Choi	—

Almonds—Hong Yan

A-pies (California)—Kam San Ping Khe

(Chefoo)—Tin Chung Ping Hsiao

Small—Hot Tong

Custard—Fan Lai Chi

Bananas, fragrant, Canton—San Shing Hsing Chu

Bananas, (bridge), Macao—San Hsiung Chia

Chestnuts, Chinese—Beung Luk

Carambola—Yeung Tue

Cocoanuts—Yeh Tse

Lemons, China—Ning Moong

America—Kam San Ning Moon

Liches, Dried—Lai Ch Small Stone

 Fruit—

Limes, (Saigon)—Sai Kung Ning Moong

Mango, Manila—Lai Sung Mong

Mangosteens—Jan Chuk Tsu

Oranges (Canton)—San Shing Tim Chang

Oranges Sweet

Pears, (American)—Kam San San

(Canton), Cooking—Sa Li

Peanuts—Fa Sang

Persimmons Large—Hung Chie

Pine-apples, Litiquity—Sheung Poon Ti

Raw Law

 Endo—Hung-tung

Plantains—Tai Chao

Plums—Swatow Hung Lin

Pumelo, Siam—Chin Lo Yau

Shanghai—Lo Kwat

Walnuts—Hop Li

Water Melon—(Am.) Kun San Kai Ewa

(China) Sai Kwo

Grapes—Sang Po Tai Tsu

Vegetables &c.

Artichokes, Shanghai—Sheung Hui Ah

 Chi Chuk

Beans, (French), Macao—Oh Moon Pin Tsu

 Shanghai—Shung Hui

 Sprout—Ah Chai

 Lok Long—Tau Ko

 Best Root—Hung Cho Tan

 Brussels, Green—Ching Xuen

 Red—Hung Kee

Cabbage, Chinese, com—Kai Choy

 Cabbage Red—Hung Ie Choy

 Cabbage, (Shanghai)—Yeh Choy

 Cane Shoots, bunch—Kai Shan

Cauliflower, Large size—Tai Yek Chou

 Medium size—Cheung Ien Cho

 Small size—Sai Yeh Choy

Carrots—Kai Shan

Celeri, Chinese—Tong Kan Choi

 English—Young

Curry Staff English—Ka Lee Cho Lai

Cucumbers—Ching Kwa

Bitter Squash—Fu Kwa

 Gourd—Sun Tan

Onions, young—Sun Tse Kuang

 old—Lo Keung

Horse Radish—Lai Kan

Indian Corn—Suk Mai

Lettuce—Young Sang Choi

Water Chestnuts—Ma Tai

Mandarin—Kwei Lai Ma Tai

Mushrooms, Fresh—Sang Cho Kho

Musk Melon—(Am.) Kai Sau Hong Kwee

Oakroots—

 Onions, Bombay—Young Ohong Tso

 Potato, Sweet—Fa She

 Shanghai—Sheng Hui She Tsu

 Japan—Yut Poon She Tsu

 American—Fa Ki

 American—Fa Chok She Tsu

 Shantou—Fok Chau She Tsu

Papaw, 1st quail—Tai Man San Kwe

 2nd—Chung

 3rd—Kai Bo

 Green—Ching Lat Chai

 Curry Staff English—Ka Lee Cho Lai

 Cucumber—Ching Tsu

 Bitter—Fa She

 Shanghai—Sheng Hui She Tsu

POWELL'S

NEW
PIANOS
ON HIRE

Ladies' =

AND

Children's \$10 PER MONTH.

BATHING

SUITS,
CAPS

and

SANDALS.

ALEXANDRA BUILDINGS.

A. S. WATSON
& Co., Ltd.

ESTABLISHED AD. 1841.

CIGAR MERCHANTS
AND TOBACCONISTS.

SPECIAL

JOHN COTTON'S

Smoking Mixture

Mild and Medium.

The Finest Smoking Mixture in
the market.

CIGARS

de Luxe

Specially manufactured from the finest
selected Manila Tobacco

Lolitas

In boxes of 50 per 100

An Exquisite Smoke ... \$5.50 \$11.00

El Tamarindo

In boxes of 50 per 100

A very fine Cigar in
excellent condition \$4.00 \$8.00

Martin's Tweenies

Per 100..... \$4.50.

A. S. WATSON & CO.,
LIMITED.

Alexandra Buildings.

EMPIRE CINEMATOGRAPH
THEATRE.
PREMIERE HALL OF THE COLONY,
Des Vaux Road Central,
Opposite Central Market.2 Performances: 7.15 to 9 and
9.15 to 11.30 P.M.GRAND SUCCESS
of the Queen of the Baie
MISS LAURA DIAMOND.MONDAY, JUNE 27th. Debut of
MISS MAY LEWIS.The most complete and magnificent
of the funeral procession of His
Majesty King Edward VII was affected in
about two days.NEW
PIANOS
ON HIRE

AT

Tuning and Regular
Attention Inclusive.

S. MOUTRIE & CO.,

LIMITED.

Hongkong, April 16, 1907.

DEATH.

BRADFORD—On June 17, at the
General Hospital, Singapore, M. G.
Blaird, of the Sarawak Government
Service.

MEMOS FOR TO-MORROW.

Miscellaneous.

9 a.m.—Excursion to Macao.

General Memoranda.

TUESDAY, June 29.—
2.30 p.m.—Auction of Household Furni-
ture, etc. at 14, Seymour Terrace.5.45 p.m.—Meeting of Victoria Recre-
ation Club in Gymnasium.WEDNESDAY, June 30.—
2.30 p.m.—Auction of Household Furni-
ture at 8, Kneaford Terrace, Kowloon.2.30 p.m.—Auction of Household Furni-
ture at Messrs Hughes & Bough's
Sale Rooms.

9 p.m.—Performance at City Hall.

THURSDAY, June 30.—
11 a.m.—Auction of Manila Cigars, etc.
at Messrs Hughes & Bough's Sale
Rooms.MORNING, July 4.—
Noon—Meeting of Hongkong Ice Co., at
Messrs Jardine, Matheson Co.'s Office.

The China Mail.

HONGKONG, SATURDAY, JUNE 25, 1910.

"THE FOUNTAIN OF HONOUR."

Once more the ancient title of PRINCE
of WALES has been recreated by aKING OF ENGLAND, this time in favour
of the little lad who until the 7th of May

was a commoner known as

PRINCE EDWARD OF YORK, and then till

the 23rd of June as "DUKE OF COR-

WALL," becoming through his father's

accession to the Throne by hereditary

right a peer of the realm. GEORGE

V. had to wait a much longer time

than his youthful son before the great

dignity of PRINCE OF WALES was

conferred upon him, but it is in no

danger of losing any of its lustre;

we imagine, if one can judge by what

is already known of the character of

this new wearer of the proud title.

The recreation of this ancient appella-

tion in favour of his eldest son

reminds one of some of the old pre-

rogatives as well as of the great respon-

sibilities which have descended upon

KING GEORGE, and will, in turn, be

passed down to his successor, in

that, we hope, far distant day, when

his course as KING is run. For in-

stance the KING has the sole right to

print the Bible, the Book of Common

Prayer, and all Acts of Parliament

in the United Kingdom. If he so

desired he could forbid the printing

of any or all of them throughout

the Empire. More curious still is

the custom which acknowledges that

all whales and sturgeons cast upon

the coast of England are the property

of the KING. The QUEEN is supposed

to have an equity in the whale,

tail going to her, perhaps in deference

to her supposed feminine need of

whalebone. As it happens, though,

whalebone is not obtained from the

whale's tail.

The KING is sole owner of the beds

of all tidal rivers in Great Britain.

He is also proprietor of all that part

of the shore surrounding the British

coast, which lies between low and

high water mark, any newly disco-

vered land by a British subject belongs

to the KING, and should an island

arise suddenly in the sea within the

three-mile radius of the coasts of

Britain, its owner would be the KING.

Theoretically, of course, the KING is

owner of all British soil, and the taxes

the other owners pay are merely rents.

Thus the KING is exempt from taxation,

because since the taxes are his, it would

be absurd for him to tax himself. This

did not prevent King Edward

of his own free will, from paying

income tax. So, too he is

exempt from all tolls and this prerogative

gave rise to an amusing

incident in the reign of George III.

His Majesty was hunting one day on

Hounslow Heath and was in hot pursuit

of a stag. It swam across the river,

and the hunters made for the bridge.

Unaware that the KING was with them,

the toll keeper let down the bars, but

lifted them immediately on the cry

"The KING, the KING," being raised

by the courtiers. When the vanguard

had passed through, the keeper lowered

the bars again, supposing the KING to

have gone on. It happened, however,

that GEORGE was in the second party.

In vain his courtiers shouted at the toll

keeper. "I've let King George through,

God bless him," he stoutly declared,

"and I know no other KING in England.

If you have brought out the KING of

France, hang me if I let him through

without the blurt." In great wrath

the Royal party had to wait until the toll

fees were paid, the stag in the meantime

escaping. A somewhat similar story is told of King Edward,

who, as Prince of WALES, while fox-

hunting, was once halted by an indignant farmer with a pitchfork. The

horror of the farmer when he learned

the identity of his victim was only

equalled by the amusement of KING

EDWARD.

Another Royal prerogative is that of

pardoning criminals. KING GEORGE could

to-morrow order all the prisons of the

Empire to open; for the theory is that

every crime is committed against the

King's peace. He could not, however,

interfere in a civil case where the issue

is between private parties. In some

other respects the KING's power is, by

ancient custom, strictly limited. For

example, he cannot appear in Parliament

when he goes in state to the House

of Lords to exercise his prerogative of

opening or proroguing Parliament, and

giving his assent to bills. When PRINCE

OF WALES, KING EDWARD was frequently

present, listening to debates, but once

he ascended the throne this privilege

passed from him. Even as PRINCE OF

WALES the late KING was, before the

revision of the rules of procedure, once

excluded from the visitors' gallery of the

House of Commons on the occasion of a

debate on the Budget.

The KING has attended many debates

in the House of Commons, but he has

not yet been allowed to speak.

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The KING has attended many debates

SATURDAY, JUNE 25, 1910.

THE CHINA MAIL.

CORRESPONDENCE.

RICKSHAW STRIKE.

(To the Editor of the "CHINA MAIL")

Sir.—Some 20 years ago, the rickshaws that were used for plying for hire were rickety things, somewhat after the type of those we now see in Sankwan District and old decrepit opium smokers and consumers. Coolies constituted not a small number of the army of pullers. Strikes and complaints of extortionate charges were not infrequent.

A suggestion was at that time made to the Government for the granting out of the sole privilege for plying rickshaws for hire at double the license fees then obtained, the rickshaws to be of an improved type, and the drawbacks then prevalent to be remedied, and to be made practically impossible. I then formed a syndicate and sent a written proposal in the name of a Chinese friend of mine to Sir (then Mr.) Stewart-Lockhart, our then Registrar General, for the monopoly for plying 600 rickshaws for hire, the rickshaws to be of a type to be approved by the Government, and the wheels to be of rubber-tires. The pullers of the rickshaws were to wear clean, lively clothing and the farmer was to provide a sufficient number of watchmen to assist the police to control the traffic and to put a check on the pullers from demanding more than their legal fare (the same fare I think as at present allowed). The monopoly, if granted by the Government, would have made any strike of the pullers impossible, for the simple reason that the Government would look to the farmer to supply for the convenience of the public an adequate number of rickshaws in the terms of his contract. The supply of coolies more than the demand could always be obtained either locally or from Swatow, when a proper demand existed. The scheme was pigeon-holed by the Government in consequence of the Hon. T. H. Whitehead denouncing in strong terms the granting of monopolies.

Many strikes from one cause or another have since taken place and I believe the owners of rickshaws are greatly to be blamed for these strikes as the number of licenses being restricted, the owners of rickshaws having all their own way in fixing an exorbitant rent for their rickshaws, charging 50 cents for a rubber tyre rickshaw for a day's hire and 40 cents for an ordinary one. These exorbitant charges, I submit, are at the bottom of the whole trouble. There are two pullers to a rickshaw, one for the day and another for the evening. Between them the rent of 50 cents a day has to be paid to the owners, but if the rent is reduced to 40 cents a day, I believe the pullers will have no cause of complaint against the appearance of the tariff board on their rickshaws, the tariff board being the preventive of their squeezes on strangers to increase their daily earnings.

The suggested reduction of rent from 50 cents to 40 cents a day might be resented by the rickshaw owners, many of whom have already made quite a small fortune, but when it is remembered that cent per cent is made by them on their investment, the reduction to 40 cents a day would still give them a handsome profit, as shown as follows: 50 cents per day, \$15 per month, or \$180 per annum (say in subsidiary coins) or say \$165 in bank notes. A rubber tyre rickshaw cost about \$80 and the annual license fee (paid quarterly) is \$72, making a total outlay for the first year \$152, for which a return of \$103 is made. At 40 cent rent per day the income would be \$130 in bank notes per annum against \$165.

Should the rickshaw owners refuse to reduce the rent of their rickshaws to 40 cents per day, or should the pullers still persist in their demand for the removal of the fare-board from their rickshaws, even if the rickshaw owners could be induced to the reduction to 40 cents per day, the remedy for ending the strike would be for the Government to take immediate action in the interest of the public to call for tenders for the sole privilege of plying rickshaws for hire for a term of years under existing regulations. It will be then seen that the number of the owners of rickshaws and the pullers will cease once for all. Yours faithfully,

A HONGKONG BORN CIVILIAN.
HONGKONG, June 25.

THE SIBERIAN MAIL.

(To the Editor of the "CHINA MAIL")

Sir.—Mr. A. T. Duncan has rendered a great public service in exposing what apparently appears to be the fault of the Post Office Officials, by his letter in last night's "China Mail" with regard to the late delivery of the Siberian Mail after arrival.

Practically every time the Siberian Mail arrives it is subject to a delay of several hours and I personally know that on more than one occasion neither government official nor launch were at the ship to receive the mail when it arrived in port. Again, in many instances the ship's officers, in order to facilitate the delivery of the mails, have themselves seen the bags right to the very door of the Post Office and when they got there the official in charge has absolutely refused to have anything to do with them. After spending two or three hours in doing work which rightly belongs to the Post Office department, the ship's officials, with the mails back, the ship is still delayed because they have had to go to another office or office hours. Such a state of things, only one of many in connection with the Hongkong Post Office, is absolutely scandalous in a British Colony and, the time has arrived when a commission should be appointed to inquire into the working of the local Post Office. I am, Sir, your truly,

UP-TO-DATE.

KNOWN THE WORLD OVER.

THE world over, the "China Mail" is known for its comprehensive coverage of news and information. It has always been the most reliable source of news and information for the business man, the traveler, and the general reader. Its extensive network of correspondents and its large staff of writers make it a valuable source of information for all kinds of readers.

RAMBLING NOTES.

We are nearly through the month of June, one of the months of the year which we usually look upon to furnish us with a heavy contribution towards the water supply, but with the exception of the day when the drought broke we have had very little rain. Things do not wear at all a placid aspect, though there are no signs to be seen out of taking thought for tomorrow.

The reports of heavy rains up north, of exceptional cloud-bursts in Germany and elsewhere, seem to indicate that meteorological conditions have been unusually disturbed, and as a result other parts of the earth, including our own little island, have been drenched out of their share of water. For it must not be forgotten that the amount of moisture drawn up at the equator by the sun to be later precipitated as rain is almost an unvarying quantity from year to year, therefore it follows that if one section of the earth receives an abnormal amount, another portion has to go on short commons.

What we have to look forward to now is to replenish our very low stores of water in the chance of a typhoon coming along. It is a risky speculation, and although last year we pulled it off alright that is not saying that we shall be similarly well served this year. So far the only typhoons that we have heard of have confined their attentions to the Philippines, Tonkin, and Japan, Hongkong being left severely alone.

The rickshaw strike has been the prominent topic of the week in Hongkong. Many people say that the strike has not been brought about by the men themselves, but by certain interested parties, though who those parties are I cannot get anyone to tell me. Another theory is that our old bazaar, the Club Society, is at the bottom of it all. Personally I am inclined to think that the men really are striking themselves. There is no doubt that they stand to lose a considerable part of their earnings if the 5 cent fare is rigidly adhered to by their clients. The men do not object to 5 cent fare for a short distance in the city, but they object—and I think there is a good deal of sense in their objection—to running out to Happy Valley for fares with the chance of having to crawl back the whole way home for nothing. A graduated scale by distance rather than by time would seem to be a more equitable arrangement.

Over in Kowloon the rickshaws are running just the same. I have heard a reasonable explanation of this phenomena. An old timer who should know that most of the Kowloon rickshaws are the property of the so-called "coolie masters." These worthy women club their savings together and buy a rickshaw, which is subsequently lent to a middleman who gets a license for several of these vehicles, for a due consideration of course, but the amanu have such a tight hold over their joint-stock property that the pullers dare not go on strike otherwise the women would make it too hot for them.

That is the tale as it is told to me. As a rule, Kowloon residents have little trouble with the men. The 20 cent fare is generally paid, but both parties thoroughly understand that half of it is really "sunshower" and after all, on a hot day who begrudges getting a cent piece so that one gets out of the burning heat with a little less expenditure of personal energy? I suppose it is the use of one's own legs in this. I know these sentiments are heretical—but the weather is hottest hot and the strike has certainly caused a certain amount of inconvenience; while there is most decidedly two sides to the question.

Those who had the melancholy pleasure of seeing the films depicting King Edward's funeral processions, as shown at the Salons in Wyndham Street, were much struck at the wonderful control which the riders on horseback had over their evidently full mettled steeds, and the splendid precision of the blancketed who drew the gun carriage at Windsor.

The films were excellent, and were put through at such a pace as to allow the audience to pick out with ease the various Kings and potentates who crowded to London to pay the last and tribute of respect to the memory of a great King. His President Roosevelt is said to have been struck by the quiet dignity of the enormous crowds and the ease with which they were controlled. The same impression was conveyed to anyone watching the funeral films.

Women and banking accounts often afford with topics for the facetious writer. A Colombo paper recently dug up two ancient chestnut which it now fashions upon a Calcutta banker. They are, it solemnly declares, perfectly true stories—so are most yarns of their kidney. Well, for the first one. It seems the usual notice was sent to young Mrs. X, who, like many other wives, had her own little banking account, informing her that it was overdrawn to the tune of \$250. So she promptly wrote back:

"Dear Sir,
Thanks most awfully for letting me know about my account being overdrawn. I enclose cheque for R2.00 which will make it alright. Kindly cash the other cheque for R200, which I also enclose."

Yours, etc."

In another case another lady, who had been similarly apprised of having overdrawn, wrote quite indignantly and said:

"Dear Sir,
What nonsense your bank talk about my having overdrawn an account. My husband left me a whole book full of signed cheques and I've only used ten of them and have still fifteen left. I wish you would be more careful and not make these idiotic blunders!"

Yours, etc."

Tales of the ca' canny folk who live beyond the Tweed possess a fascination for me. Hero is the latest specimen to attract my attention. The train steamed up to the Scotch Junction, and the guard walked along the platform asking "Oy, body along Glasc?" "Onybody fer Glasc?" No response, save his whistle and let him go. When the train was well on its way, the old woman in the third class carriage settled herself in her seat and remarked: "I was fer Glasc myself, but I wasn't goin' to fall fer spifit bods."

Or somewhat the same type must have been that new-made widow who called at the office of the insurance agent for the money due on life and health policies. This widow said: "I am truly sorry, madam, that you have lost your husband, but I bear you in mind, and the Lord has always given us poor women good chances to make a little money."

RAMBLING NOTES.

ON STRIKE.

Walk! Walk!
Learn to use your muscles while you may:
For a rickshaw ride.

Will shake your inside,
And the muscles of your calf will fly away.

Hark! Hark!
Listen to the Silence while you may;

There is nothing like
A rickshaw strike.

Forgetten through the distance with

Talk! Talk!
Tell the rickshaw coolie he can stay;

For he's sure to find
Us all unknd.

Including Mr. B. and Pixy May.

INDO-CHINA S. N. CO.

No Dividend.

We are informed by Messrs. Jardine, Matheson and Co., Ltd., the General Managers, that they have received a telegram from London to the effect that the annual general meeting of shareholders in the Indo-China Steam Navigation Co., Ltd., will take place on the 30th instant; that £10,000 has been transferred from the Underwriting Account, which will then stand at £138,100 and that £55,000 has been written off for depreciation; £4,000 has also been written off on account of debenture issue. It is proposed to carry forward the balance of £75,000 and remain at credit of Profit and Loss Account for the year 1909.

THE OZONATOR.

"Hello! What's this?" said our representative the other day to Mr. Jack, the head of the house of William C. Jack and Co. "Oh!" with a quiet laugh, "that is the Ozonator, a little contrivance of my own, which I hit on quite accidentally." On inspection, the device looked extremely simple, consisting as it did of a small electric fan. The small tunnel, glass globe attached to the front of an ordinary electric fan. The small tunnel, as we might term it, or globe, receives a douche by means of a sponge from a curtain preparation, the fan is then turned on and a delightful aroma of pine and eucalyptus pervades the office. The arrangement is most ingenious and in no way detracts from the current of cool air emanating from the fan itself. It should prove an invaluable means of disinfecting sick rooms and an excellent way of imparting a refreshing fragrance to living rooms.

SPORTING.

Interport Cricket.

We are authorised to state that the Hongkong Cricket Club has accepted the challenge of the Shanghai Cricket Club to send a Hongkong team by the end of September next.

International Shooting.

An international shoot took place at Shanghai last Sunday in which teams of three men engaged. The scores were: English team, 231; American Navy, 228; Swiss, 225; Irish, 220; Portuguese, 217; American, 214; Chinese, 211; Scottish, 210; Australian, 209; German, 207; Japan, 206; Sikhs, 204; Norwegian, 197; Dutch, 178.

International Tennis.

A. F. Wilding won the international singles at lawn tennis at Brussels, beating De Cuges by 8-1, 6-2, 6-0.

The Jeffries-Johnson Fight.

Mr. J. N. Gillett, Governor of California, in the course of an interview with a representative of the "China Mail," said:

"The result of the Johnson-Jeffries fight for the heavy-weight championship world has been pre-arranged. Johnson will win £30,000 more if he loses than he does, owing to the greater value of the ring."

"In any case Johnson is without a chance unless he goes into the ring prepared to whip Jeffries, the referee, and the majority of the male population of California as well. The crowd will never stand by him, owing to the greater value of the ring."

The statement has caused a sensation in America.

MACAO NOTES.

(From Our Own Correspondent.)

MACAO, June 23.

I have to set down, in as far as the oversight, the first instance on record, since the never-to-be-forgotten rout of the Invicta in 1842, in which the vigril of St. John's has been allowed to go by unmarked.

The result of the Johnson-Jeffries fight for the heavy-weight championship world has been pre-arranged. Johnson will win £30,000 more if he loses than he does, owing to the greater value of the ring."

Salon Guanpo.—As anticipated, fresh business was firm though inquiries had generally fallen off. The fortnight under review has, however, quite against all expectations presented a very miserable picture and the business effected is very much smaller than that of the preceding period. At the close the market is exceedingly quiet.

Salon Hongkong.—Owing to heavy imports of grain from Haiphong and Bangkok arrivals have not with a declining market, and chartering operations, from Saigon to this have been suspended, except that an occasional boat has been taken up.

There being also very little doing in other directions, rates have in consequence dropped from 20 cents to 18 cents again, which latter figure can be taken as the closing rate.

Salon Hankow.—As anticipated, fresh business was firm in the fixture of another steamer at last rate paid, i.e. 30 cents and we hear of regular liners also getting a good deal of rice from here.

North China ports and Japan are unchanged and without local business.

Batu Tiga.—Have been paid at

85 on the dividend of 50 cents per share recently paid, and are in further decline.

United Sarawak.—Have been paid at

135/3 on the 20th May.

FANTASY.

Messrs. Lamke and Roigga in their freight circular dated June 24th state:

"When writing out last freight report our

market was firm though inquiries had

generally fallen off. The fortnight under

review has, however, quite against all

expectations presented a very miserab

le picture and the business effected is very

much smaller than that of the preceding

period. At the close the market is exceed

ingly quiet."

Salon Macao.—Are in good condition.

Salon Canton.—Only one fixture is

known to-day.

Salon Ningpo.—There is no news of

any fixtures.

Salon Amoy.—There is no news of any

fixtures.

Salon Tsinchow.—There is no news of any

fixtures.

Salon Chinkiang.—There is no news of any

fixtures.

Salon Foochow.—There is no news of any

fixtures.

Salon Amoy.—There is no news of any

fixtures.

Salon Tsinchow.—There is no news of any

fixtures.

Salon Chinkiang.—There is no news of any

fixtures.

Salon Foochow.—There is no news of any

fixtures.

Salon Amoy.—There is no news of any

fixtures.

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THE CHINA MAIL.

SATURDAY, JUNE 26, 1910.

Shipping.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

W	DATES	STEAMERS	To SAIL OR	REMARKS
LONDON & ANTWERP.	SUNDAY, JUNE 10.	SINHALA	About 30th Freight and Passage.	
PORT SAID & MARSAILLES.	CAP. O.D. GOLDSTEIN, A.M.		JUNE.	
SHANGHAI, MIJI, KOBE, JAVA.	CAPT. A. THOMPSON.	Above 30th	FREIGHT ONLY.	
YOKOHAMA	DEHLI	Above 7th	FREIGHT AND PASSENGER.	
SHANGHAI, W. CHINA PORTS.	DELTA	No. 9th	See Special	
BANGAL TAKU.	CAPT. B. W. H. SNOW.	JULY.	Advertisement	
NAGASAKI, MOJI, KOBE.	CANDIA	Above 11th	FREIGHT ONLY.	
YOKOHAMA	CAPT. W. R. HICKS.	JULY.		
	E. A. HEWITT, Superintendent.			

M. & S. N. Co's Office.

CANADIAN PACIFIC RAILWAY CO'S.

ROYAL MAIL STEAMSHIP LINE.

Between China, Japan and Europe, via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Island Sea of Japan) Kobe, Yokohama, Victoria, and Vancouver, B.C.

The Line that maintains a Regular Schedule Service of

12 DAYS YOKOHAMA TO VANCOUVER.

21 DAYS HONGKONG TO VANCOUVER.

SAVING 5 TO 7 DAYS ACROSS TRAVEL.

Proposed Sailing from Hongkong and Quebec.

(Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong:

EMPEROR OF INDIA

SATURDAY, 16TH JULY.

EMPEROR OF JAPAN

SATURDAY, 6TH AUG.

MONTAGUE

SATURDAY, 16TH AUG.

EMPEROR OF CHINA

SATURDAY, 27TH AUG.

EMPEROR OF INDIA

SATURDAY, 17TH SEPT.

EMPEROR OF JAPAN

SATURDAY, 8TH OCT.

EMPEROR OF IRELAND

SATURDAY, 4TH NOV.

EMPEROR OF INDIA

SATURDAY, 11TH NOV.

EMPEROR OF CHINA

SATURDAY, 18TH NOV.

EMPEROR OF INDIA

SATURDAY, 25TH NOV.

EMPEROR OF JAPAN

SATURDAY, 1ST DEC.

EMPEROR OF INDIA

SATURDAY, 8TH DEC.

EMPEROR OF CHINA

SATURDAY, 15TH DEC.

EMPEROR OF INDIA

SATURDAY, 22ND DEC.

EMPEROR OF CHINA

SATURDAY, 29TH DEC.

EMPEROR OF INDIA

SATURDAY, 5TH JAN.

EMPEROR OF CHINA

SATURDAY, 12TH JAN.

EMPEROR OF INDIA

SATURDAY, 19TH JAN.

EMPEROR OF CHINA

SATURDAY, 26TH JAN.

EMPEROR OF INDIA

SATURDAY, 2ND FEB.

EMPEROR OF CHINA

SATURDAY, 9TH FEB.

EMPEROR OF INDIA

SATURDAY, 16TH FEB.

EMPEROR OF CHINA

SATURDAY, 23RD FEB.

EMPEROR OF INDIA

SATURDAY, 30TH FEB.

EMPEROR OF CHINA

SATURDAY, 6TH MAR.

EMPEROR OF INDIA

SATURDAY, 13TH MAR.

EMPEROR OF CHINA

SATURDAY, 20TH MAR.

EMPEROR OF INDIA

SATURDAY, 27TH MAR.

EMPEROR OF CHINA

SATURDAY, 3RD APR.

EMPEROR OF INDIA

SATURDAY, 10TH APR.

EMPEROR OF CHINA

SATURDAY, 17TH APR.

EMPEROR OF INDIA

SATURDAY, 24TH APR.

EMPEROR OF CHINA

SATURDAY, 1ST MAY.

EMPEROR OF INDIA

SATURDAY, 8TH MAY.

EMPEROR OF CHINA

SATURDAY, 15TH MAY.

EMPEROR OF INDIA

SATURDAY, 22ND MAY.

EMPEROR OF CHINA

SATURDAY, 29TH MAY.

EMPEROR OF INDIA

SATURDAY, 5TH JUN.

EMPEROR OF CHINA

SATURDAY, 12TH JUN.

EMPEROR OF INDIA

SATURDAY, 19TH JUN.

EMPEROR OF CHINA

SATURDAY, 26TH JUN.

EMPEROR OF INDIA

SATURDAY, 3RD JUL.

EMPEROR OF CHINA

SATURDAY, 10TH JUL.

EMPEROR OF INDIA

SATURDAY, 17TH JUL.

EMPEROR OF CHINA

SATURDAY, 24TH JUL.

EMPEROR OF INDIA

SATURDAY, 31ST JUL.

EMPEROR OF CHINA

SATURDAY, 7TH AUG.

EMPEROR OF INDIA

SATURDAY, 14TH AUG.

EMPEROR OF CHINA

SATURDAY, 21ST AUG.

EMPEROR OF INDIA

SATURDAY, 28TH AUG.

EMPEROR OF CHINA

SATURDAY, 4TH SEP.

EMPEROR OF INDIA

SATURDAY, 11TH SEP.

EMPEROR OF CHINA

SATURDAY, 18TH SEP.

EMPEROR OF INDIA

SATURDAY, 25TH SEP.

EMPEROR OF CHINA

SATURDAY, 1ST OCT.

EMPEROR OF INDIA

SATURDAY, 8TH OCT.

EMPEROR OF CHINA

SATURDAY, 15TH OCT.

EMPEROR OF INDIA

SATURDAY, 22ND OCT.

EMPEROR OF CHINA

SATURDAY, 29TH OCT.

EMPEROR OF INDIA

SATURDAY, 5TH NOV.

EMPEROR OF CHINA

SATURDAY, 12TH NOV.

EMPEROR OF INDIA

SATURDAY, 19TH NOV.

EMPEROR OF CHINA

SATURDAY, 26TH NOV.

EMPEROR OF INDIA

SATURDAY, 3RD DEC.

EMPEROR OF CHINA

SATURDAY, 10TH DEC.

EMPEROR OF INDIA

SATURDAY, 17TH DEC.

EMPEROR OF CHINA

SATURDAY, 24TH DEC.

EMPEROR OF INDIA

SATURDAY, 31ST DEC.

EMPEROR OF CHINA

SATURDAY, 7TH JAN.

EMPEROR OF INDIA

SATURDAY, 14TH JAN.

EMPEROR OF CHINA

SATURDAY, 21ST JAN.

EMPEROR OF INDIA

SATURDAY, 28TH JAN.

EMPEROR OF CHINA

SATURDAY, 4TH FEB.

EMPEROR OF INDIA

SATURDAY, 11TH FEB.

EMPEROR OF CHINA

SATURDAY, 18TH FEB.

EMPEROR OF INDIA

SATURDAY, JUNE 25, 1910.

THE CHINA MAIL.

Shipping.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

HOMeward PASSENGER SEASON 1910.
PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES & LONDON.

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMER	Leaves	Connecting Steamers	Due	Do.
		from COLOMBO to	MARSEILLES & London	PLYMOUTH (London)
COLOMBO	1 p.m. Saturday	Steamer	Saturday	Friday,
DELTA	July 9	MACHEDONIA 10/12	Aug. 7	Aug. 13
DELTA	July 25	MOLDAVIA 8/30	Aug. 21	Aug. 27
ASSAYE	Aug. 8	MONGOLIA 9/5	Sept. 4	Sept. 10
DEVANT A	Aug. 20	MARMORA 10/5	Sept. 18	Sept. 24
ARCADIA	Sept. 3	MOREA 10/26	Oct. 1	Oct. 7
DELTA	Sept. 17	MOLTOON 10/10	Oct. 18	Oct. 27
DELTA	Sept. 20	CHINA 8/20	Oct. 29	Nov. 4
ASSAYE	Oct. 1	INDIA 7/31	Nov. 12	Nov. 18
DEVANT A	Oct. 28	MALWA 8/20	Nov. 26	Dec. 3
ARCADIA	Nov. 12	MACEDONIA 10/12	Dec. 10	Dec. 16
DELTA	Nov. 26	MOLDAVIA 9/10	Dec. 24	Dec. 30

Passenger change steamer at Colombo, and those for European transfer also to the Europe Mail Steamer at Port Said.

Accommodation in the connecting steamer from Colombo is definitely reserved in Hongkong at the time of booking.

Fares to London (including Surtax).

1st Saloon £71.10 Single £106.14 Return.

2nd " " 24.8 " 57.12 "

In addition to the above Mail Steamers the following:

INTERMEDIATE (NON-TRANSIT) STEAMERS WILL LEAVE FOR

LONDON,
CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMER	Leaves	Arrives	Due
		Hongkong	LONDON
SUMMA	about	about	about
MALTA	8/8	June 30	Aug. 14
SOMALI	8/28	July 13	Aug. 23
SUNDA	8/24	July 27	Sept. 11
NUBIA	5/9	Aug. 24	Oct. 8
SYRIA	8/20	Sept. 7	Oct. 23
PALAWAN	4/70	Oct. 17	Dec. 10
BOENEO	4/73	Nov. 16	Dec. 30

These Steamers call also at Singapore, Penang, Colombo, and at Marseilles.

Fares to London (including Surtax).

1st Saloon £28.0 Single £88.10 Return.

2nd " " 12.5 " 32.5 "

*Carry 1st and 2nd Saloon Passengers.

For further particulars apply to

E. A. HEWETT,
Superintendent.

MESSAGERIES MARITIMES
FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE,
Via SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN,
Via SHANGHAI.

STEAMERS CAPTAIN TO SAIL
SHANGHAI KOBE AND YOKOHAMA ERNEST SIMONS, GIBARD. July 4, p.m.
MARSEILLES, VIA POPE ARMAND BEHIC, GUIONNET. July 5, at 1 p.m.
SHANGHAI KOBE AND POLYNESIEN, BEOC. July 18, p.m.
MARSEILLES, VIA POPE TONKIN, CHARBONNEL. July 19, at 1 p.m.

TRANSHIPPING on the C. & S. Steamers at Hongkong for BAHAMAS, COLOMBO for CALIFORNIA, BOMBAY and AUSTRALIA, at Port Said for the Levant, CORINTH and BLACK SEA.

Through Tickets to London, via Paris, from £27.10 up to £71.10, 20 hours sailway from MARSEILLES to London. Interceptors meet passengers on their arrival in Maxwell's.

For further particulars apply to

P. THOMAS, Agent,
QUEEN'S BUILDING.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship Tons Captain For Sailing Date.
ZAFIRO 1540 R. Rodger Manila July 9, at Noon.
RUBI 1540 A. Fraser Manila July 16, at Noon.

For Freight or Passage, apply to

Shewan, Tomes & Co., General Managers.

AMERICAN ASIATIC STEAMSHIP COMPANY.

TO NEW YORK, VIA PORTS AND
SUEZ CANAL.
(WITH LIBERTY TO CALL ON THE
MALABAR COAST)

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AMERICAN ASIATIC STEAMSHIP COMPANY.</p

Favourite Cigarette

among

Connisseurs

\$3.00 per Box of 100.



KRUSE & CO.

CHURCH SERVICES.

St. John Cathedral.

SUNDAY, JUNE 26th, 1910.

GOD SUNDAY AFTER TRINITY.

Holy Communion (7.30 a.m.)

Malina (11 a.m.)

Responses, Ferial; Venit, Roinag;

Psalm of the 24th morning; Te Deum; Hymn; Rusall and Stainer;

Benedictus, Wicks (10 a.m. evening);

Hymn, 213 (tune 73), 242.

Litany (12.15 p.m.)

Responses, Ferial; Psalms of the 24th

evening (1). Benedictus and None

Dimittis, Wesley, in P. Action;

"What is the 's'"; Spurz; Hymn,

188 and 235; Savan, 11. Action;

Pracher: The Bishop of Victoria;

Vicar, "Intermezzo"; Holmes.

Peak Church.

Holy Communion: 8 a.m.

Union Church, Kennedy Road.

Minister: Rev. C. H. Skilling.

11 a.m.—Worship, Hymn 226, 205,

Psalm 116 (Kilmarnock); Anthem

"Heaven unto Me" (Sullivan).

12 noon—Communion; Hymn, 403.

5 p.m.—Worship, Hymn 231 (81), 442

(240), 281, 371.

St Andrew's Church, Kowloon.

Holy Communion at 8 a.m. Morning

Services at 11 a.m. Sunday School

10 a.m. Evening Services at 8 p.m.

Holy Communion on 1st, 3rd and 5th Sun-

days at 11 a.m., on 2nd and 4th at 8 a.m.

St Peter's Church, Queen's Road

West.

Eating 11 a.m.

Visita, Ring; Psalms, Baker, Adams,

Groce, Psalm 25, 226, 205,

Song, "Praise to the Lord, King of Kings,"

Hymn, 235; Savan, 11. Action;

Pracher: The Bishop of Victoria;

Vicar, "Intermezzo"; Holmes.

Holy Communion 7.30 p.m.

The Church launches "Daypring," will

call on ships carrying white crews

to bring friends ashore to the services

between 5.15 and 6 p.m., and between

5.15 and 6 p.m., returning afterwards.

The "Answering Pentecost" is the Call Day.

All the services are free and unsupervised;

visitors are welcome. Books &c. provided.

Sunday School 10 to 10.45 a.m.

Christian Science Services.

ZETLAND STREET.

Off Queen's Road Central.

Regular Services: Sunday, 11.15 a.m.

Wednesday, 5.30 p.m.

The reading Room at the same address will

be open daily from 10 a.m. to 2 p.m.

and from 3 p.m. to 5.45 p.m.

Wesleyan Methodist Church,

Wanchai.

Morning: 10.15

Evening: 6.15.

Soldiers' and Sailors' Home,

Arsenal Street.

Evening: 8 p.m.

Deutsche Kirche,

Gothenstrasse: 11 a.m. in Betheda

Empire, Caine Road.

German Chapel (Deutsche

Kapelle) High Str. 1.

German Service at 11 a.m. Pastor Joha-

nes Miller.

Roman Catholic Cathedral,

Glencaly.

Sunday after Trinity—Low Mass

at 6 a.m. High Mass at 8 a.m.

by the Acting Doctor of the Cathe-

dral and sexton.

9.30 a.m. Low Mass.

8 a.m. Benediction of the Blessed

Sacrament throughout the month of

June.

Rosary Church, Kowloon.

Masses at 7.30 and 9 a.m. followed by the

Benediction of the Holy Sacrament.

St Francis Church, Wanchai

Low Mass at 6 and 7 a.m. Benediction

of the M. H. Sacrament at 6 p.m.

St Joseph's Church, Garden Road.

Mass with Sermon in English at 10 a.m.

followed by the Benediction of the

Holy Sacrament.

WRECKS AT THE DOCKS.

At Kowloon, Gloria, John Prentiss,

Sari, Bandar, Hoang, Choua, H. M. S.

Whine, Rajah, Olam, Syren, Kamoro,

Robert, Lebony.

Cochinian, Mario.

Takao, Kweichow, Macau, Kashing,

Udon, Amal, Siam.

To-day's Advertisements

THE OVERLAND CHINA MAIL

PRICE 20 CENTS PER COPY.

COPIES can be posted from the Office of this paper to addresses given; 24 cents per copy.

KOWLOON HOTEL

IT IS HEREBY NOTIFIED that the above HOTEL WILL AS from the 1st July n. 12, be taken over by the Executor of Mr. J. W. O'SORBOE, and from that date will be under entirely new management. The new Management will not be responsible for any debts incurred prior to the 1st July by the late Management.

Dated 24th day of June, 1910.

CAN BE HAD AT —

H. BUTTONJEE & SON,

WINE & SPIRIT MERCHANTS.

Hongkong, May 14, 1910.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, for ACCOUNT OF THE CONCERNED,

AT

\$6.00 per Case

CAN BE HAD AT —

H. BUTTONJEE & SON,

WINE & SPIRIT MERCHANTS.

Hongkong, June 20, 1910.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHE LLOYD.

BREMEN.

JAPAN-CHINA-AUSTRALIA LINE.

FOR YOKOHAMA & KOBE

A LARGE QUANTITY OF

MANILA CIGARS

from "L. FILIPINA" Cigar Factory,

Comprising:

Londres, Perfectos, Cosa Blanca, Favorita,

Esquinas, Regalas, Royal Mundi, French

Cigars, etc., &c.,

(in small lots to suit purchaser);

also

Silk Plush, Volvelles, French Perfumery,

and

One Cask Rum.

TERMS:—As usual.

HUGHES & HOUGH,

Antiqueers.

Hongkong, June 25, 1910.

FOR SINGAPORE, PENANG AND

CALCUTTA.

Taking Cargo on through Bills of Lading to

Penang, Madras and Mauritius.

FOR THE Steamship

ARRATON APCAR,

Capt. W. D. A. THOMAS, will be despatched for the above ports on MONDAY, the 25th inst., at Noon.

For Freight or Passage, apply to

D. SASSOON & CO., LTD.

Agents.

Hongkong, June 25, 1910.

NOTICE TO CONSIGNEES.

THE Steamship

ARRATON APCAR,

Capt. W. D. A. THOMAS, will be despatched for the above ports on MONDAY, the 25th inst., at Noon.

For Freight or Passage, apply to

D. SASSOON & CO., LTD.

Agents.

Hongkong, June 25, 1910.

NOTICE TO CONSIGNEES.

THE Steamship

CATHERINE APCAR,

Capt. G. E. HUXLEY, will be despatched for the above ports on THURSDAY, the 28th Inst., at Noon.

For Freight or Passage, apply to

DAVID SASSOON & CO., LTD.

Agents.

Hongkong, June 25, 1910.

NOTICE TO CONSIGNEES.

THE Steamship

DELTA, Captain E.

W. H. SHAW, carrying General

Merchandise, will be despatched from

BOMBAY, on SATURDAY, the 5th

July, 1910, at Noon, taking Passengers and

Cargo for the above ports in connection with the Company's Steamship *Macedonia*, 10,112 tons, from Colombo, Passenger accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables all Cargo for France,

and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding to Marseilles, and

London; other cargo for London, etc., will be conveyed via Bombay by the R.M.S.

Calcutta, due in London on the 21st August, 1910.

Parcels will be received at the Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. A. HEWITT,

Superintendent.

Hongkong, June 25, 1910.

NOTICE TO CONSIGNEES.

THE Steamship

SIHLA